LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA2 | Camden Town and HS1 Link

Baseline report (CH-001-002)

Cultural heritage

November 2013

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Department for Transport

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Contents

List of tables

1 Introduction

1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage appendices for the Camden Town and HS1 Link community forum area (CFA2) comprise:

- baseline reports (this appendix);
- a gazetteer of heritage assets (Volume 5: Appendix CH-002-002); and
- an impact assessment table (Volume 5: Appendix CH-003-002).

1.1.2 Maps referred to throughout the cultural heritage appendices are contained in the Volume 5, Cultural Heritage Map Book.

1.2 Content and scope

1.2.1 This baseline provides the evidence base against which the assessment of assets that may be affected by the Proposed Scheme can be determined. It contains information about known and potential heritage assets from a variety of sources and presents a chronological description and discussion of the development of the study area placing assets within their historical and archaeological context.

1.3 Study area

1.3.1 The CFA2 study area lies within Greater London and comprises parts of the London Boroughs of Camden (LBC) and Islington.

1.3.2 All non-designated and designated assets within the land required for construction of the Proposed Scheme and within 250m of it have been detailed in this baseline assessment. In addition designated heritage assets have been examined within the zone of theoretical visibility (ZTV).

1.3.3 All identified assets are listed in Volume 5: Appendix CH-002-001 and Maps CH-001-004b to CH-02-002 (Volume 5, Cultural Heritage Map Book).

1.4 Data sources

1.4.1 Sources examined as part of this baseline assessment include published secondary sources, cartographic sources, historic environment record (HER) data for undesignated heritage assets and English Heritage National Heritage List data for designated assets. A full list of published sources can be found in Section 9 of this appendix.

1.5 Surveys undertaken

1.5.1 Site reconnaissance field inspections to review the setting of historic assets and the character and form of the historic landscape were undertaken as part of the environmental impact assessment (EIA) process.

2 Geology, topography and landform

2.1.1 London Clay underlies the study area which is free from any significant superficial deposits such as the younger sands and gravels that are found south of the Proposed Scheme. Glacial and periglacial erosion mean that early prehistoric remains are not preserved in the London Clay.

2.1.2 Access to a water source can provide a focus for settlement and within the study area is the River Fleet which rises in Hampstead and has historically flowed through Camden Town. The land rises steeply to the 'Northern Heights' at Highgate and Hampstead. There is a slight embankment between York Way and St Pancras Way in the east of the study area. In the west there is another slight incline towards Primrose Hill. The remaining topography of the study area is generally flat.

2.1.3 There are likely to have been areas of localised truncation to ground levels as a result of residential estates developed from the 19th century onwards. This may have resulted in a loss of potential archaeology.

3 Archaeological and historical background

3.1 Prehistory

3.1.1 The earliest societies in Britain were hunter gatherers, highly mobile and leaving little trace in the archaeological record. There are traces of the first human groups making their way into Britain from some time before 450,000 BC. No early prehistoric assets have been identified within the vicinity of the Proposed Scheme.

3.1.2 Glacial and periglacial erosion activity particularly during the Anglian and Wolstonian glaciations would have effectively scoured and re-deposited the geology of the study area during the early prehistoric period. This would mean that anthropogenic evidence from this period would only survive within in-situ or re-deposited gravel within the study area and not in the London Clay deposits on which the land required for the construction of the Proposed Scheme is located.

3.1.3 Later prehistoric evidence in the wider landscape has mainly been encountered on the River Thames gravel terraces. Modern development has largely removed traces of these remains but surviving settlement and field patterns have been encountered in the more rural fringes of London and isolated find spots have been encountered within the gravel deposits in Bloomsbury and Holborn to the south.

3.2 Romano-British

3.2.1 The alignment of Chalk Farm Road (CAM072) shown on Map CH-01-006 (Volume 5, Cultural Heritage Map Book) possibly originates in the Roman period but there is no further evidence for Romano-British activity within the study area. The locality is likely to have remained as a rural periphery of London throughout the Roman period and into the medieval period. Most of the Roman activity was focused on the areas of gravel deposits further to the south (in Bloomsbury and the City of London).

3.2.2 The study area is largely within the historic parish of St Pancras. This derives from a Roman saint and is based on the dedication to Pancratius, a Phrygian martyr popular in the earliest years of Christianity as early as the 4th century[1]. St Pancras Old Church is located in the south of the parish (outside of the study area) on the course of the River Fleet. Eighteenth and nineteenth century sources indicate that the church was on the potential site of a Roman temple located over a sacred well. This supposition was supported by possible Roman tile and brick being recovered from the church fabric during renovations of the church in the 19th century[2]. No further Roman evidence has been recovered from this area but this may be due to the impacts on remains as a result of late post-medieval development and the St Pancras burial ground.

[1] Richardson J., (1997), *Kentish Town Pas,* London, Historical Publications Ltd, p. 6-13.
[2] Emery and Wooldridge, (2011), *St Pancras burial ground; Excavations for St Pancras International the London terminus of High Speed 1, 2002-3.* Gifford, p.26.

3.3 Early medieval

3.3.1 In 1847 an altar stone which has been stylistically dated to the 7th century was discovered at the St Pancras Old Church[3]. There are surviving architectural details indicating St Pancras Old Church was rebuilt in the 12th century[4] indicating a continuation of use into the medieval period. By the medieval period the central focus of settlement had moved away from the parish church to Kentish Town approximately 2km to the north of the main parish church. A chapel of ease was constructed on Kentish Town Road circa 1200 AD to serve the population.

3.3.2 It is unlikely that a settlement centred on St Pancras Old Church would have been substantial enough to extend into the study area. There is no archaeological evidence in the study area relating to the early medieval period. It is likely that the study area was part of a managed landscape comprising open field systems and woodland that supported a self-sufficient farming system commonly in use during the early medieval period[5].There is evidence, however, to suggest that Anglo Saxon towns such as Lundenwic had a heavy reliance on cattle as a meat source which would have required a system of meat producers in the peripheral communities to supply the necessary livestock. This emerging demand is likely to have led to a greater degree of agricultural specialisation geared towards emerging markets for meat and wool to supply towns[5].

3.4 Medieval

3.4.1 The majority of the study area is situated within the historic parish of St Pancras. The parish was already established within the Ossulstone Hundred which formed a small administrative division of land within the county of Middlesex and is recorded in the Domesday Book. There are 35 households recorded within the entry for the parish which was a comparatively large population for the period. The parish would have been based on an agrarian economy, the main settlement focus on Kentish Town with a scatter of agricultural hamlets[6] managing the land using the medieval common field system.

3.4.2 The Domesday Book unfortunately does not provide details of where the population was focused in the late 11th century. St Pancras Old Church was located within the River Fleet valley. Flooding of the valley during the medieval period may have encouraged the refocusing of settlement within the study area away from the church[6]. By the 13th century the historic hub of the parish is recorded as being in Kentish Town one mile to the north of the Old Church. The Kentish Town chapel of ease continued in use through the medieval period and was re-built in the 15th century[7] .

[3] Emery and Wooldridge, (2011), p.26.
[4] Cherry and Pevsner, (2002) *The Buildings of England, London 4: North*, London Yale University Press, P.349-349.
[5] Hamerow H., (2002), *Early Medieval Settlements, The Archaeology of Rural Communities in Northwest Europe 400-900*, Oxford University Press, Oxford.
[6]Phillpotts C., (2011), Archaeological and historical background, In: Emery and Wooldridge, *St Pancras burial ground; Excavations for St Pancras International the London terminus of High Speed 1, 2002-3*. Gifford, p.26-30.
[7] Richardson J., (1999), *A History of Camden*, Historical Publications Limited, London.

3.4.3 In the medieval period the parish of St Pancras was split between two manors both owned by the prebendaries of St Paul's Cathedral[8]. The St Pancras parish manor house was located closer to Kentish Town than the parish church. It was likely to be approximately at the location of the late 18th century mansion called Elm Lodge which was built for the lessee of what remained of the manor[8]. The site of Elm Lodge is depicted on the James Wyld map dated 1849 and is approximately in the location of Camden Garden Centre (CAM016) shown in Map CH-01-004b (Volume 5, Cultural Heritage Map Book) in Barker Drive.

3.4.4 There was possibly a manor house located on the west side of St Pancras Way. This manor house may have belonged to the Cantelowes family[9]. Another notable house is that of William Bruges (1375-1450), the first Garter King of Arms. His estate and house was in Kentish Town, although the location is not clear and may have been located on St Pancras Way[10].

3.4.5 The region does not have a local supply of good quality building stone[11]. It is likely that the manor houses identified in documentary research would have been constructed of timber during the medieval period. This would indicate that the remains may be less obvious than they would be for stone built structures. Remains of medieval manor houses may still remain in the archaeological record.

3.4.6 The River Fleet would have been a substantial feature within the medieval landscape. From its sources in Hampstead and Highgate the River Fleet flowed through Camden to the Thames. It flowed through the study area past Hawley Road and Kentish Town Road which historically had been named Water Lane.

3.5 Post-medieval

3.5.1 The study area remained rural in character until the late 18th to 19th century with settlement focused on Kentish Town[10]. The local economy was based on agriculture and the study area is located within land largely used for farming. The most significant development on the landscape would have been the enclosure of the medieval common field systems which became amalgamated and enclosed from the 17th century onwards. The enclosure of fields within the study area is represented on Rocque's 1746 map of the area. There was also a move away from pastoral farming to planting hay crops in the agricultural areas of St Pancras parish. This was a response to the increasing demand for hay to feed the horses in the rapidly growing City of London[10].

3.5.2 The City of London and its court suburb of Westminster both grew rapidly from the 17th century onwards resulting in an expansion of suburban housing to the north[11]. In the late 18th century the first significant housing development was on Camden High Street which was a virtually deserted routeway leading to Hampstead and Kentish Town[10].

[8] Richardson J., (1997), *Kentish Town Past*,London, Historical Publications Ltd, p14-19.
[9] Richardson J., (1997), p20-26.
[10] Richardson J., (1999), *A History of Camden*. Historical Publications Limited, London.
[11] Cherry and Pevsner, (2002), *The Buildings of England; London 3: North West*, Yale University Press, London.

3.5.3 The west side of Camden High Street was the first developed by Lord Southampton. The east side of Camden High Street belonged to the 1st Earl of Camden, Charles Pratt (1714-94), a famous Lord Chief Justice[10]. In 1788 Lord Camden obtained an Act to develop this land. The Act was named the 'Kentish Town Act' but by the time construction began in 1791 the site had been renamed Camden Town. The Act granted leases for 1,400 houses[12] and would have involved a grid system of streets. Charles Pratt died in 1794 before much of his scheme materialised. The demand for houses was so small that speculative builders were unable to finish some of the buildings they had begun.

3.5.4 In Stockdale's 1797 map[13] the layout of Camden Town's grid streets can be seen including the creation of Pratt Street, Pender Street and Crowndale Road running from Camden Road east to St. Pancras Way with Royal College Street and Camden Street running north to south. The map also shows that the housing development is focused only on Camden High Street with no buildings represented on the grid of streets. The Stockdale map shows that the majority of the study area was undeveloped by the end of the 18th century, with the only buildings depicted on St Pancras Way being the putative manors of Elm Lodge and the Cantelowes manor. The level of detail on the map is not sufficient to provide a conclusive interpretation or location for these buildings.

3.5.5 Contemporary with this early residential development was the construction of the Paddington to Camden stretch of Regent's Canal (CAM011, CH-01-007a) completed in 1816. The canal provided goods transport into London but also encouraged small industrial development with merchants and coal wharves in an area to the south of the Proposed Scheme. The canal through Camden was the project of Thomas Homer. The aim was to extend the existing canal which terminated at Paddington to the London Docks with unloading facilities en-route. The plans were initially abandoned because a suitable route could not be found. The project was revitalised once it was realised the Marylebone Fields, land leased by the Duke of Portland, would revert to Crown ownership and plans were being drawn up by John Nash to create Regent's Park[14]. Work commenced in 1812 even though William Agar, a lawyer who lived at Elm Lodge in the parish of St Pancras was strongly opposed to the canal's construction[15].

3.5.6 In the early 19th century building of residential developments continued and extended into the study area. These were speculative builds of detached villas and superior terraces aimed at the middle classes. The speculative nature of the building resulted in piecemeal development focused on certain locations in the study area. In Greenwood's maps of 1827 the earliest developments within the study area can be seen. To the east of St Pancras Way the land is still rural with only Elm Lodge located in the general location of the North London Line (CAM053) and the Camden Garden Centre (CAM016). Numbers 56 to 58 St Pancras Way (CAM018, CH-01-006) are all that remain of a row of 16 houses named Camden Cottages in 1827. By this date the terraces of the Camden Broadway conservation area (CAM018, CH-01-006) which line

[12] Weinreb, B., Hibbert, C., Keay, J. and Keay J., (2008), *The London Encyclopaedia,* Macmillan, London.
[13] Stockdale, J., (1797), *Map of London.*
[14] A detailed description of Regent's Park can be found in Volume 5: Appendix CH-001-001, Section 3.
[15] Richardson, J.,(1999), *A History of Camden,* Historical Publications Limited, London.

the west of St Pancras Way, Randolph Street, Rousden Street, Royal College Street and Camden Road had mostly been constructed but the wider landscape was largely undeveloped. At the same time the semi-detached villas on the east side of Camden Street were built as was most of Jeffrey's Street but the rest of the Jeffrey's Street Conservation Area (CAM023, CH-01-006) remained rural. Greenwoods map clearly defines Kentish Town Road but no development is shown on it and western part of the study area remained rural.

3.5.7 The St Pancras manorial estate was leased from the prebend of St Paul's Cathedral to William Agar. The estate included all of the study area east of St Pancras Way. There was a mansion and gardens which are clearly mapped on Greenwoods map of 1827 and can still be seen mapped on Wylde's map of 1849. Following the death of William Agar in 1838 the land passed to his widow who sublet the land for development. The terms of the lease from St Pauls meant that the land could only be sublet for a maximum of 21 years. This resulted in cheap housing constructed by builders to make a quick profit. There were no amenities provided such as made up roads or a sewerage system. Agar town became a slum for the poorest classes immortalised by T. M. Thomas in his article 'A suburban Connemara' in Dickens' 'Household Words' 1851. Improvements were planned to Agar Town in the 1850s following a compensation payment of £5,000 to the Agar family following the construction of the North London Line infrastructure by the London to Birmingham Railway[16].

3.5.8 The arrival of the railway into London influenced the development of the study area. The earliest rail transport in London was used for moving raw materials to the nearest navigable water, the first being the Surrey Iron Railway, opened 1803[17]. The precedent for a mainline connecting two cities was set by the Liverpool and Manchester Railway. It showed that railway transport could bring economic benefits to industries by providing cheaper raw materials and coal and also provide a new form of passenger transport.

3.5.9 The first main line into London to be completed was the London to Birmingham Railway (CAM059, CH-01-007a) which first opened in 1837[18]. The original intention was to run passenger services to Chalk Farm but by the opening of the line a main line terminal had been built at Euston close to the Euston Road to give better access to the rest of London. The main line was one of the most important to London linking the capital with three of Britain's largest cities: Birmingham, Liverpool and Manchester.

3.5.10 The Bill for the London to Birmingham Railway was placed before Parliament in 1832, intended to provide a direct connection to the docks on the River Thames. The Bill, however, was rejected. A pertinent consideration for the construction of the railway was the cost of land which was rising throughout the 19th century. The main line railways companies aimed to construct through the remaining rural outskirts of London where they had to deal with as few land owners as possible[18].

[16] Richardson, J., (1999), *A History of Camden*, Historical Publications Limited, London.
[17] Brandon, D., (2010), *London and the Victorian Railway*, Amderley Publishing PLC, Stroud. pp. 15-32.
[18] Scholey K.A.,(2002), *The Railways of Camden*, Camden History Society, Occasional Paper 4 p22-34.

3.5.11 Robert Stephenson was made engineer-in-chief of the London to Birmingham Railway. The original route was modified and shortened to terminate at Chalk Farm where trains could offload to the canal which provided a link to the docks at Limehouse Basin. The modified Bill then received Royal Assent on 6th May 1833[19]. It was decided that there should be an additional consideration made for passenger transport by providing a terminus closer to London at Euston Road. This extension involved crossing Regent's Canal which created a gradient between the land north of Regent's Canal and the Euston terminus of 1 in 68 and 1 in 77. The incline was too steep for early locomotives and the solution was to haul the trains up to Camden on a continuous cable. The result was the construction of the Camden Incline Winding Engine House (CAM047, CH-01-007a). It housed two 60 horse power Maudslay and Field condensing engines placed underground beneath two tall chimneys either side of the line. The Engine Winding House continued to be operational until 1844 when advances in locomotives meant that it was no longer required[20].

3.5.12 To create an interchange for goods from canal to railway a goods depot was opened in 1839 at the corner of Chalk Farm Road and Commercial Place. Before the depot this land was recorded as being a clay field in the 1804 parish map. In a plan of the site dated 1848 a cattle landing area is shown near the Roundhouse (CAM046, CH-01-007a). The Camden Goods Depot (CAM075, CH-01-007a) was originally under the ownership of Lockett's Coal and opened in 1851. The site was transferred to the London and North Western Railway in 1871 and closed in 1940[21].

3.5.13 Numerous buildings were constructed in several phases at the Camden Goods Depot from the 1840s onwards. The London and North Western Goods Shed was built in 1864 to replace several smaller goods sheds built in the 1840s. On its completion it was the largest goods shed in the country. It was further enlarged in the 1930s although it has since been demolished. In an archaeological excavation on the site of Camden Goods Depot deposits of ash and clinker were recorded up to a depth of 8m across the site. This was a result of dumping the residual ash from the engine fireboxes at the side of the railway[22].

3.5.14 There is a number of surviving railway infrastructure buildings which are significant to the development of the area. This includes the Grade II* listed Roundhouse (CAM046, CH-01-007a), which was built in 1847 as an engine shed with a central turn table. The Roundhouse was only used for ten years for its original purpose, as it was unable to accommodate the increasing length of the engines and was converted to a warehouse. The Grade II listed Stanley's Sidings and Horse Stables (CAM045, CH-01-007a) was constructed by the London and North Western Railway. The sidings comprised four industrial stabling blocks constructed circa 1855-70, linked by a horse tunnel under the railway viaduct to a 1830s horse hospital (CAM045, CH-01-007a). The stabling was used for the horses required for the movement of goods to and from the Camden Goods Depot. A similar pattern of development characterises the eastern end of the study area where the Great Northern Railway terminated at King's Cross

[19] Course, E.,(1962), *London Railways*, London, B.T. Batsford Ltd, pp. 153-169.
[20] Jackson, A. A., (1985), *London Termini (second edition),* Trowbridge Daniel and Charles Limited.
[21] Lovett, D.,(2001), *London's own railway The North London Railway 1846-2001*, Irwell Press Ltd., Clophill.
[22] Whitehead, J., (1999*), The Growth of Camden Town: AD 1800 – 2000*, Biddles Limited, Guilford.

Station, completed 1852, and later the Midland Railway terminus at St Pancras between, completed in 1868 (CAM012, CH-01-004b).

3.5.15 The Midland Railway, with its terminus at St Pancras, is recorded as causing much damage because by this time much of the area was already developed. The Midland Railway depot was on land west of Kentish Town Road and North of Holmes Road. A further Midlands Goods Depot was located east of St Pancras Way on the Agar estate or Agar Town which was sold to the Midland Railway by 1961. The high demand for coal in the capital meant that the Midland Railway was used to access the East Midlands coalfields[23]. The Midland Railway buildings included goods yards, engine sheds, warehouses, repair sheds and sidings in the late 19th to early 20th centuries.

3.5.16 Following the completion of the London to Birmingham Mainline the company planned the construction of the North London Railway (CAM053). The East and West India Docks and Birmingham Junction Railway Act was passed in 1846. This railway link was built to achieve a direct link for freight from the Birmingham Mainline at Chalk Farm to the West India Docks at Brunswick[24] and thus bypass the canal. Robert Stephenson was again employed as lead engineer and he designed the route to run parallel with the course of the Regent's Canal from the Camden Goods Depot at Chalk Farm, to the West India Docks[25]. The line cut across Camden upon a brick viaduct (CAM017) that bisected existing terraced housing and both major and minor roads. The line was named the East and West India Dock and Birmingham Junction railway until 1853 although there is also reference to it originally being named the Camden Town Railway in the Illustrated London News 15 November 1851. The section from Islington to Camden Town opened on the 7 December 1850 and a further extension to the London and North Western Railway at Chalk Farm opened on the 9 June 1851[26].

3.5.17 The company was originally involved with the movement of freight to the docks, but the North London Line also served the large cattle depot behind the south side of Agar Grove, built in 1854 to be near the new cattle market off York Way. The line also proved successful for its commuter service, especially after opening the line to the city in 1865. Originally suburban stations opened at Chalk Farm (CAM048, CH-01-007a) and Kilburn High Road in 1851[27] . The Hampstead Junction Railway (CAM058) was constructed in 1860 and formed an extension linking Camden Town to Old Oak Junction[23]. In 1871 the line was widened to provide four tracks east of Camden Road and the Grade II listed Camden Road Station was added to the suburban railway (CAM015, CH-01-006)[26].

3.6 Modern

3.6.1 The early 20th century saw the continued expansion of the study area transport links. In 1907 the Charing Cross, Euston and Hampstead Railway constructed an underground line through the study area now known as the London Underground Northern Line (CAM57). In 1911 the electrification of the suburban line into Euston

[23] Richardson, J., (1997*), Kentish Town Past*, London, Historical Publications Ltd. pp. 81-85.
[24] Cherry and Pevsner, (2002), *The Buildings of England, London 4: North*, *London* Yale University Press.
[25] Richardson, J., (1999), *A History of Camden*, Historical Publications Limited, London.
[26] Scholey K.A., (2002), *The Railways of Camden*, Camden History Society, Occasional Paper 4 p22-34.
[27] Brandon D., (2010), *London and the Victorian Railway*, Amderley Publishing PLC, Stroud. pp. 15-32.

station was undertaken. To enable the electrification not to interfere with the West Coast Mainline (which continued as a steam engine route into the 1960s) a single track tunnel[28] was constructed under the existing lines at the western edge of the study area. This tunnel is now known as the Up Empty Carriage (CAM60, CH-01-007a).

3.6.2 The existing 19th century railway infrastructure continued in use into the 20th century but elements were modified or demolished to accommodate new buildings or new uses. This included the remodelling of the King's Cross and St Pancras (CAM12, CH-02-002) goods sheds and sidings through the 20th century and their eventual demolition during the late 20th century and for the construction works associated with the regeneration of the King's Cross, St Pancras Conservation Area and the High Speed 1 developments.

3.6.3 Due to the perceived deterioration of the housing stock within some parts of the study area, the area was subject to a very early council residential development. The Grade II listed blocks of flats that form the Caledonian Estate (CAM007, CH-02-002), were designed and built circa 1904-6 for the housing of the working classes by the London County Council architect's department.

3.6.4 World War II bomb damage is not mapped for railway infrastructure but significant damage has been mapped around the railway infrastructure by the London County Council Bomb Damage Maps 1939-1945. The maps depicted that heavy bomb damage occurred adjacent to the railway along St Pancras Way and Hawley Road, which indicates that some bomb damage could have occurred to the railway and railway infrastructure.

3.6.5 The late 20th century saw commercial and residential infilling within the study area with development focusing on the areas cleared following the World War II bomb damage. This infilling included the construction of the Grade II* Bevin Court (CAM003, CH-02-002) built 1951-4 to designs by Skinner, Bailey and Lubetkin and by the creation of the 1950s council estate within the Priory Green Conservation Area (CAM004, CH-02-002).

[28] Jackson, (1985), *London Termini (second edition).* Trowbridge, Daniel and Charles Ltd.

4 Built heritage

4.1.1 This section provides baseline information relating to built heritage assets within the land required to construct the Proposed Scheme, the 250m study area around this and the wider zone of theoretical visibility (ZTV). The section provides the following information:

- a broad overview of the character and form of the settlement pattern and key assets within the study area;
- descriptions of all built heritage assets wholly or partially within the land required to construct the Proposed Scheme; and
- descriptions of key designated assets within the 250m study area.

4.1.2 A broad overview of the character and form of the settlement pattern within the study area can be found in Section 6 of this appendix.

4.1.3 Further information on all these assets, plus those other designated assets which lie within the ZTV but are not described in this section can be found in the Gazetteer in Appendix CH-002-002. These assets are mapped in the Volume 5 Cultural Heritage Map Book.

Nineteenth century dwellings

4.1.4 The first significant developments in the study area relate to 19th century residential estates. John Nash's Regent's Park development[29] paved the way for further residential estates to develop as speculative builds. The conservation areas relating to suburban developments during the 19th century are historically significant for representing the rapid suburban growth of London during this period. They are also architecturally significant as examples of changing domestic fashions. The retention of contemporary architectural detailing adds to the value of individual properties. The residential conservation areas form a suburban setting of quiet residential streets which is integral to their character. There are two conservation areas within the land required for the Proposed Scheme are discussed below

The Camden Broadway Conservation Area (CAM18) shown in Map CH-01-006 (Volume 5, Cultural Heritage Map Book) is a small area comprising a mix of mainly 19th century commercial and residential properties. The majority of the building is three to four storeys in height and mainly brick terraces, some stucco fronted and others with stucco detailing at ground floor level. There are two pubs and several cafes within the commercial streets whilst the residential area is strictly dwellings with no church or school. Camden Road and Royal College Street, support commercial uses at ground floor level with mainly residential above. Along with St Pancras Way these roads form busy main traffic routes through the conservation area. Between these roads is a network of quieter residential streets with a dense suburban character, although with no parks or green spaces[30]. The North London Line viaduct (CAM017)

[29] Described in Volume 5: CH-001-001 Section 3.
[30] Camden, February 2009, *Camden Broadway Conservation Area Appraisal and Management Strategy*, Camden Council.

runs east west through the conservation area carrying freight trains. The mixture of the railway line and the major roads create a busy and noisy urban element to the character of the conservation area.

4.1.5 The Jeffrey's Street Conservation Area (CAM023) shown in Map CH-01-006 (Volume 5, Cultural Heritage Map Book) is formed around residential properties dating to the late 1790s and early 1800s which are some of the earliest residential developments within the study area. These buildings characterise Georgian residential developments typified by terraces of three storeys plus basement, brick built with a stucco ground floor and include period detailing such as iron railings and decorative fanlights above the entrances[31]. The conservations area is also characterised by small industrial and commercial workshops in mews type developments and utilising the railway arches of the North London Line viaduct (CAM017). These represent the development within the study area in the late 19th century that followed the arrival of the railways. The historical association and imposing scale of the viaduct makes it significant in the suburban and industrial character of the conservation area. The industrial area includes Prowse Place which is a narrow cobbled lane, the cobbled lane providing a positive contribution to the commercial character of the conservation area.

4.1.6 The semi-detached villas 55 to 63 Kentish Town Road terrace (CAM037) and the undesignated numbers 51 to 53 Kentish Town Road (CAM036) shown in Map CH-01-006 (Volume 5, Cultural Heritage Map Book) are located opposite Jeffrey's Street Conservation Area and Camden Gardens. The buildings date to the early 19th century and share the same historical development as the conservation area. They are significance historically and architecturally as examples of the first phase of suburban development in the study area. Number 51 has been altered to become a commercial property. The alteration has extended the ground floor to front Kentish Town Road, resulting in the loss of the front garden, the attached number 53 remains largely unmodified. The change of use at number 51 Kentish Town Road reflects the changing character following the arrival of the railway.

Regent's Canal

4.1.7 The Regent's Canal Conservation Area (CAM011) shown in Map CH-02-003a (Volume 5, Cultural Heritage Map Book) extends along the length of the canal but also incorporates those buildings that are historically associated with the canal. The nature of the topography has influenced development and setting of the conservation area. The canal side development and the location within shallow cuttings along part of its length creates an effective barrier cutting off views towards the canal[32]. This forms an enclosed nature with the surrounding buildings largely facing away from the canal. The separation of the canal from the surrounding area provides an inward looking setting with views largely focused along the alignment of the canal.

4.1.8 The construction of the London Midland and North London Railway led to a major development on the canal in order to create an interchange for goods to and from the

[31] Camden, April 2003, *Jeffrey Street Conservation Area Statement*, Camden Council.
[32] Camden, (September 2008), *Regent's Canal Conservation Area Appraisal and Management Strategy*, Camden Council.

railway to the canal. Within the study area there are buildings which survive from this phase of development which are discussed below.

4.1.9 The Camden Stables Market (CAM045) shown in Map CH-01-007a (Volume 5, Cultural Heritage Map Book) is formed around buildings which represent a phase of development from 1855 after the completion of the North London Line (CAM017). There have been multiple additions and modifications including the stables being raised in height in 1881, an additional block built between 1883 and 1885, and the surviving bonded warehouse built in 1885[32]. The site has changed function from its original purpose as goods yard and horse stables. From the mid-19th century site was mostly used by warehousing for Gilbey's wines and spirits in order to distribute goods nationally and internationally. The site has become a market in the late 20th century which has resulted in modern development and modification to create a dense market of stores and food stalls which have a bohemian character. The high wall which forms the boundary to Chalk Farm Road and the North London Line Viaduct (CAM017) enclose the market creating a separation from the suburban surrounds and enhancing the dense bohemian character.

Rail heritage

4.1.10 Within the study area there are two structures associated with the original construction of the London to Birmingham Railway built circa 1837. The first is the Grade II* listed Roundhouse (CAM046) shown in Map CH-01-007a (Volume 5, Cultural Heritage Map Book). The building was constructed 1846-7 by the architect R.B. Dochray for the London and North Western railway. It originally functioned as a goods locomotive shed, circular in plan, 48m in diameter and constructed of yellow stock London brick. The original function only lasted into the 1860s when engines became too large for turning and storage. It was leased as a warehouse which led to modification by Gilbey's wine importers and gin distillers[33]. This function lasted until shortly before the Second World War when the building fell into disuse. The building then took on a new function from 1966 when playwright Arnold Wesker established the theatre company 'Centre 42' in the building which lasted until 1983 when once again the building fell into disuse. In 1996 the building was modified to become a concert venue by Sir Torquil Norman. John McAslan & Partners refurbished the building in 2004 and built the extension to the north which now houses the box office, café and foyer. The buildings distinctive form makes it an architectural focal point within the surrounding townscape[34] and can also be seen from Regent's Park Road and Haverstock Hill[32]. The location next to Camden Stables Market (CAM045) and the railways lines to the south provide a historical context to the setting of the asset.

4.1.11 The Grade II* listed Camden Incline Winding Engine House (PRM024) shown in Map CH-01-007a (Volume 5, Cultural Heritage Map Book). It is located below the railway line between Chalk Farm Road and Gloucester Road. It was built to house two large steam engines and winding gear used to pull trains up the incline from Euston Station, on the London-Birmingham Main Line between 1837 and 1844. The brick-built engine house consists of four main parallel vaulted chambers. Two inner vaults contained the

[33] Richardson, J., (1999), *A History of Camden*, Historical Publications Limited, London.
[34] Camden, (September 2008), *Regent's Canal Conservation Area Appraisal and Management Strategy*. Camden Council.

rope and tightening mechanisms, with wells at their south-eastern end accommodating the rope's counterweight. The two outer vaults were used as coal storage and were connected to the boiler rooms. Access up to ground level was provided by a spiral stair in the north-western end which once led up to a signal hut used by the operator. On receiving a signal from Euston Station the operator would engage the winding mechanism which would pull the train up the gradient. The structure is significance for being a unique and mostly intact survivor of the early railways. Because of its subterranean context the setting of the structure is not of significance to its value.

4.1.12 The Proposed Scheme follows the route of the North London Line which is in part constructed on the North London railway viaduct (CAM017) shown in Map CH-02-003a (Volume 5, Cultural Heritage Map Book). The first phase of construction relates to the original rail viaduct dated to 1852. The architecture has value beyond function by including decorative features that are situated in locations visible from main roads passing the viaduct. The best examples of surviving rail architecture are located at the bridge crossing Camden Road and Royal College Street and the bridge crossing Chalk Farm Road. The brick abutments are topped with a stone frieze and cornice and the brickwork as well is stepped to accentuate the scale. The abutments have been cut back during a more recent phase to accommodate the current cast iron bridges. The viaducts are constructed using an English bond with yellow stock London bricks of mixed quality. The second phase of development relates to a widening the rail line in 1871 when an extra two tracks were constructed east from Camden Road Station. The station is contemporary with this phase of development and dates to 1870. The architectural design of the 1870s has changed but uses stonework that replicates or potentially reuses the cornice and frieze of the 1850s onto new brick abutments. The design still represents architecture being used beyond function and placed within visible approaches to the bridge. There are additional phases of repair work and possible widening for the installation of new bridges which are visible in the brickwork. The multiphase nature of the viaducts adds an archaeological stratigraphic significance. The North London Line became a successful suburban rail line and its suburban setting is integral to its historical significance.

4.1.13 The Grade II listed Camden Road Station (CAM015) shown in Map CH-02-006 (Volume 5, Cultural Heritage Map Book) is located on the North London Line and is one of two nationally designated stations on the North London line. It is located within the Jeffrey's Street Conservation Area but also abuts the Camden Broadway Conservation Area. The building dates to 1870 by the architect E.H. Horne for the North London Railway. The station is of the Italianate Romanesque style, constructed in white Suffolk brick with terracotta dressings and Portland stone. Internally the station retains many of its original features including an original staircase and tiled floor the station also retains it wooded canopy which is supported on cast iron columns with ornamental spandrels. The canopy is one of only a few original Victorian canopied to survive on the North London Railway[35]. There is partial survival of original brickwork in the lower course of platforms 1 and 2 but the upper course and surface of the platform

[35] Transport for London; https://urbandesign.tfl.gov.uk/Heritage-Library/LondonRail/CamdenRoad.aspx; Accessed: 26 July 2012.

are a modern replacement. The entry listing notes that the station replaced an earlier wooden station of 1850 which was located on a different site. The station is now the only surviving station of the Italianate brick stations built in the 1870s to replace the wooden buildings of the line and one of only a few suburban stations of the period to survive in London. The station forms an integral part of the North London Line viaduct (CAM017) and its visual relationship with the surrounding streetscapes.

4.1.14 Primrose Hill Station and platform (CAM048) shown in Map CH-02-007a (Volume 5, Cultural Heritage Map Book). The station is located upon the embankment next to the North London Line. The station is out of service and the station buildings have been converted for commercial use. The conversion has altered the street frontage of the property which adversely affects the historic rail appearance of the building. The platform has also been removed. There are original features visible from the south and east of the building.

Modern

Caledonian Estate

4.1.15 The Caledonian Estate (CAM007, CH-02-002) consists of five Grade II listed early 20th century council apartment blocks. Carrick House is located on the western side overlooking Caledonian Road with four blocks at the behind the block forming a square comprising Irvine House to the west, Wallace House to the east, Burns House to the north and Scott House to the south.

4.1.16 Apart from the entrance arch in Irvine House the opposite blocks in the square match each other and are linked by brick arcades of three round arches. The grouping of these flats provides a unique early example of a coherent planned council estate. The visual surrounding setting is a mixture of 19th and 20th century townscape of residential and railway infrastructure

5 Historic map regression

5.1.1 The analysis of the cartographic evidence for the study area has been integrated within the archaeological and historical baseline narrative (this appendix, Section 3 and Section 4).

6 Historic landscape

6.1.1 This section uses English Heritage's rapid characterisation of London's historic development, historic maps, site familiarisation visits, geological maps and published documents.

6.1.2 The study area has been subdivided into 14 historic landscape character areas, all of which relate to the suburban growth and the introduction of infrastructure such as railways from the 19th century onwards. This is confirmed by historic maps which indicate that the study area was largely in agricultural use until the 19th century.

6.1.3 There was no focus of settlement within the study area prior to the late 17th century. In the medieval and early post medieval period settlement focused on Kentish Town to the north of the study area. The study area is crossed by routes connecting the City of London to Kentish Town, Hampstead and a scatter of hamlets and farmsteads. There are historical records that suggest medieval and later manors would have been located on St Pancras Way but no archaeological evidence to provide conclusive evidence. The study area has a paucity of good quality building stone and it is likely that any buildings would have been of a timber construction prior to the 17th century when brick became the principal building material. There are no surviving examples of manor houses within the study area. The continued development of the study area from the late 17th century onwards makes it unlikely that any significant traces of early settlement remain.

6.1.4 The Proposed Scheme traverses character areas associated with commercial activity around the Roundhouse and Primrose Hill station area, the historic settlement core around Camden Town, Georgian housing around Cowley Street and Rochester Square, and railway gateway associated with King's Cross and St Pancras stations.

6.1.5 The study area runs east to west and central to it is Camden Town. Historically the study area was extensively rural with occasional farmsteads and manors. In 1816 the Paddington to Camden stretch of Regent's Canal was completed, its course meandering along the south of the study area. The canal brought small industry, merchants and coal wharfs changing the rural character of Camden[36] .

6.1.6 There were residential developments within the study area from the early 19th century onwards. The first developments were constructed as a rural retreat when leases for 1,400 houses were granted by Lord Camden in 1791[36].

6.1.7 The eastern and western extent can be characterised as industrial railway areas that developed in the 19th century on previously rural areas. The area to the west was developed first by the London and Birmingham Railway. The line terminated at Chalk Farm (now Primrose Hill), and Euston Station. As a whole the area developed throughout the 19th century becoming the Camden Goods Yard including goods sheds, engine sheds, workshops, warehouses and sidings.

[36] Weinreb, B., Hibbert, C., Keay, J. and Keay, J., (2008), *The London Encyclopaedia*, Macmillan, London.

6.1.8 The eastern end of the route is associated with the construction of the Great Northern Railway which terminated at King's Cross Station 1851-2 and later the Midland Railway built in 1863-8. The Midlands Goods Depot was located east of St Pancras Way and much of the land was used for goods yards, repair sheds and sidings of the Midlands Railway. The area has been largely developed in the 20th century including the construction of the HS1 railway and residential housing.

6.1.9 The Proposed Scheme will partly be within the route of the existing North London Line which was constructed between 1846 and 1851 to connect the Birmingham Main Line at Chalk Farm with the docks at Poplar[37]. Its construction cut across Camden transecting terraced housing and major and minor roads which had been built as part of earlier residential development. The route is largely constructed on viaduct made of stock London brick in places including stone detailing such as the brick abutments to bridges. There is evidence of multiple phases of modification to the viaducts including two additional railway lines from Camden Road Station east.

[37] Cherry and Pevsner, (2002) *The Buildings of England, London 4: North*, London Yale University Press.

7 Archaeological character

7.1 Introduction

7.1.1 To determine the archaeological potential of the study area it has been classified as a particular type of archaeological character area. The archaeological character area has been derived from a consideration of the current topography, geology and land use of the area. From these factors the potential for recovery of archaeological remains is considered.

7.1.2 The archaeological character area was further divided into archaeological sub-zones, which have allowed for a refinement in understanding the archaeological potential. There are seven archaeological sub-zones in the study area. They are characterised by current and historic land use and determine the potential for significance archaeological remains based on the following factors. These factors include topography, geology, historic character and distribution of known archaeological finds, sites and assets.

7.2 Character areas

7.2.1 The archaeological character area described below extends from south to north within the study area.

Suburban London

7.2.2 This broad character area encompasses the entire study area. The archaeological character area reflects the general development of a largely rural landscape that has undergone large scale suburban development from the early 19th century onwards.

7.2.3 There is historical documentation, such as parish, ecclesiastical and manorial records, which provide information on the general land use developments from the medieval period onwards. The small scale settlement was mainly focused in small rural settlements, farmsteads and manors. This developed with the economic demands of a peripheral region of London. In the 17th century to 18th century this led to the enclosure of field systems and developments in farming practice.

7.2.4 The late 19th and early 20th centuries saw the beginning of industrialisation in the area with the construction of a number of railways and canals across the archaeological character area and the surrounding landscape. The resultant character is a mixture of residential developments and industrial areas which have led to large scale ground disturbance, which has decreased the potential for recovery of archaeological remains.

7.3 Archaeological sub-zones

Table 1: Archaeological sub-zones

No	Name	Topography	Geology/soils	Modern land use	Historic Landscape character	Archaeology
1	King's Cross St Pancras railway	Mainline railway termini with associated railway infrastructure and recent urban redevelopment areas. Topography slopes down to the south.	London Clay Formation	Railway and industrial	Land which formed the goods depot for the Midland and Great Northern Railway	Excavation associated with the redevelopment of King's Cross Goods Yard has identified archaeology associated with 19th to 20th century industrial railway site CAM062.
2	Islington	19th to 20th residential and commercial townscape. Topography slopes down to the south	London Clay Formation	19th to 20th century residential	Rural land within the Islington parish	Modern development has greatly reduced the medieval archaeological potential of this area, with only slight potential for pockets of archaeology to survive.
3	Railway viaduct	Mid to late 19th century railway viaduct bisecting commercial and residential area of Camden.	London Clay Formation	Partially in use railway lines.	Route of the North London Line	Surviving mid-to late 19th century railway infrastructure and associated archaeological remains in surrounding areas.
4	Camden	Settlement and commercial core of Camden. Topography slopes down to the south	London Clay Formation	19th to 20th century residential	Rural periphery to medieval settlement of Kentish Town	Modern development has greatly reduced the medieval archaeological potential of this area, with only slight potential for pockets of archaeology to survive.
5	Kentish Town	Settlement and commercial core of Kentish Town. Topography fairly level throughout	London Clay Formation	19th to 20th century residential	Medieval settlement	Locally designated archaeological priority area. Modern development has reduced the medieval archaeological potential of this area. Significant pockets of medieval archaeology may survive in the more undeveloped areas.
6	Regent's Canal	Canal cutting lined	London Clay Formation	Mixed use retail and	Location of goods interchange, storage	Locally designated archaeological

No	Name	Topography	Geology/soils	Modern land use	Historic Landscape character	Archaeology
	Industries	with warehouses, and residences.			and industrial site associated with Regent's Canal	priority area. Archaeological potential for remains of 19th and 20th century railway and canal infrastructure and associated industries.
7	London to Birmingham railway	Railway cutting and embankment, surrounding modern and 19th century residential, commercial and railway and canal infrastructure. Topography slopes down to the south	London Clay Formation	Railway and industrial	Land which formed the goods depot and sidings for the London to Birmingham Railway	Excavation associated with the redevelopment within region of Camden Goods Depot identified archaeology associated with 19th to 20th century industrial railway site CAM075.

8 Analysis and research potential

8.1 Analysis of understanding

8.1.1 The primary cultural heritage sites in the study area comprise:

- Camden Road Station (CAM015) shown in Map CH-01-006 (Volume 5, Cultural Heritage Map Book);
- the historic rail structures including; the Roundhouse (CAM046), Camden Incline Winding Engine House (CAM047) and the Camden Goods Yard (CAM075) shown in Map CH-01-007a (Volume 5, Cultural Heritage Map Book) and the North London railway viaduct (CAM017) shown in Map CH-02-003a (Volume 5, Cultural Heritage Map Book);
- Stanley Sidings (CAM045) shown in Map CH-01-007a (Volume 5, Cultural Heritage Map Book);
- Regent's Canal (CAM011) shown is Map CH-02-003a (Volume 5, Cultural Heritage Map Book); and
- the 19th and 20th century suburban estate developments which characterise the modern land use.

8.1.2 There is no specific evidence indicating that in-situ archaeological remains survive within the land required, temporarily or permanently, for the construction of the Proposed Scheme. It is likely that parts of the study area, however, were occupied from at least the late prehistoric period. The location of the study area is peripheral to London and is predominantly agrarian in character.

8.2 Research potential and priorities

8.2.1 Work on the Proposed Scheme has the potential to increase our archaeological knowledge and understanding of this area. Many research questions can best be formulated at either a scheme-wide or at a county/multiple community forum area level. These will draw heavily on the regional and period research frameworks which have been prepared with support from English Heritage[38].

8.2.2 This section presents research questions which are specific to the heritage assets, either known or suspected, within this study area:

- is there evidence for occupation in the early or late prehistoric periods within the study area?
- is there evidence for the influence of the environment and topography on settlement and land use?
- what are the origins of rural settlement on the fringes of London?
- is there evidence for the influence of pre-existing landscape on subsequent

[38] Museum of London, (2002), A research framework for London archaeology, English Heritage.

medieval and post-medieval development?

- to what extent does the built heritage identified within the Proposed Scheme area provide a history of house design and construction changes?
- how and to what effect do the house designs and construction changes reflect social and economic changes and what effect these changes had on urban life?

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